

From: Simon Zweighaft
To: Hamayasu, Toru
Sent: 10/24/2009 11:23:49 AM
Subject: FW: Figg's cost estimates for Honolulu

Redacted

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> From: Linda Figg[SMTP:LFIGG@FIGGBRIDGE.COM]
> Sent: Monday, July 14, 2008 3:14:31 PM
> To: Zweighaft, Simon
> Cc: Connolly, Jean
> Subject: Re: Figg's cost estimates for Honolulu
> Auto forwarded by a Rule
>

Dear Simon,

Thank you for sending me the attached article. This is the first time I have seen this document. Who was this distributed to?

We have not done any "detailed engineering studies" of what estimates of probable construction costs would be for the elevated structure, but we did identify what we thought the cost would be to place the Lee Roy Selmon Crosstown Expressway Project which was built in Tampa in Honolulu. We simply took those actual cost figures and escalated the costs to today's time and included the escalations that might be anticipated for construction in Hawaii. The construction cost in Tampa was approximately \$ 20 million a mile bid in 2003 and open to traffic in 2006 using span-by-span construction for 3 lanes. There was not any right of way for the structure because it was built in existing right of way, and there was signing and lighting.

The values that Cliff Slater is referencing look like the ball park figures that we determined from that back of the napkin review. But I will need to double check with others tomorrow. We were doing a small bridge in Hawaii recently and had some information on the higher costs there and they are surprisingly much higher. We were contacted because we are the designers of the Lee Roy Selmon Crosstown Expressway. We have not done a detailed estimate based on actual site conditions, pier layouts, number of ramps etc. but clearly the more volume and repetition that you have the lower your cost per mile will be overall. Please understand that as a firm we do not have a position on the project related to carrying vehicles or mass transit/trains or both. We have designed all types of bridges.

Certainly that is something that your community and government must decide. However, we are happy to help support the process going forward for whatever the bridge carries as you explore options to arrive at the lowest cost solution while having a focus on developing a beautiful, timeless structure. Please know that we have never criticized your consultant, PB, ever! I know the President well and have great respect for their firm. We worked together on a number of important bridges in Boston. We also know that cost figures for "budgets" have to include many different things to cover specific site conditions, unknowns and other project features.

I hope this information is helpful to you. I reviewed the start of this email to see if I could find your phone number so that I could call you directly for this conversation but I couldn't find one.

Please feel free to call me anytime. My office number is 850.224.7400, and my cell phone is 850.556.3444. Of course I would appreciate it if you didn't print and distribute my contact information. I am happy to talk with you or Mike anytime. I wish you the very best and hope we talk soon.

Regards,

AR00124633

Linda

On 7/14/08 7:54 PM, "Zweighaft, Simon" <szweighaft@honolulu.gov> wrote:

> Thank you Linda:

>

> Have you had any further luck in investigating the source of the quotes
> cited in the attached article? I appreciate that this is not a high
> priority for your organization, however the name of your firm and Mr.
> Slater's statements are frequently cited here in Hawaii on this high
> visibility political issue. It would be good if you could give us the
> basis for his quoting your organization as the authority on these costs.

>

> Regards,

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> Simon

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> -----Original Message-----

> From: Figg, Linda [mailto:lfigg@figgbridge.com]

> Sent: Friday, June 27, 2008 2:00 PM

> To: Mike Schneider; Zweighaft, Simon

> Subject: RE: Figg's cost estimates for Honolulu

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> Dear Simon and Mike,

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> As you can image, being bridge specialist we get many requests for
> information and we do our best to respond in a timely manner.
> If we received your previous request and have not responded, I
> apologize. However, I do have your questions now and we will respond as
> soon as we can.
> We are certainly not out to criticize anyone or any engineers estimate
> of a project. Many people have come to us asking a lot of questions in
> many states around the US about bridges.
> When asked a question about bridge costs we sometimes have similar
> projects that have been built and can only respond to any question on a
> new project based on past experience, especially
> when we have not conducted any detailed studies or engineering. We will
> take a look at the questions that you asked and see what our past
> responses were and to whom.
> We appreciate the importance of your transportation project and the
> effort that you must have gone through to develop the studies to move
> the project forward.
> We appreciate your patience as we are not under contract with anyone on
> this project and our customers receive our top priority.

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> Sincerely,

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> Linda Figg

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> From: Zweighaft, Simon

> To: lfigg@figgbridge.com

> Sent: Fri Jun 27 15:58:01 2008

> Subject: Figg's cost estimates for Honolulu

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> Dear Ms. Figg:

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> I am the Chief Project Officer for the City and County of Honolulu for
> the proposed High Capacity Corridor Project. Two weeks ago I wrote to

AR00124634

> you requesting some detailed information on the cost estimate that Figg
> Engineers have made of the proposed HOT lane viaducts for Honolulu as
> described in the recent article in Honolulu Reporter (see attached). In
> this article your firm is cited as confirming that a 12-mile two lane
> elevated viaduct can be built in Honolulu for less than \$900 million
> dollars.
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> I have not seen any response to my request for information on how your
> firm made the estimate of "less than \$900 million" for this proposed
> project and I am still seeking further detail. We wish to know whether
> you located piers for the project, whether you included design, utility
> relocation, on and off ramps, breakdown shoulders, lighting, signing,
> toll facilities and all of the other features which would be necessary
> to construction such a project. Are land acquisition costs included?
> Did you have geotechnical information so that you could develop a
> foundation system? What cost per square foot did you use for the
> structure? Did you include escalated costs or is your estimate in
> current year dollars?
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> Implicit in your statements to Honolulu Traffic.com is criticism of
> previous work for the City performed by our Alternatives Analysis
> consultant, Parsons Brinckerhoff. Honolulu Traffic.com says their work
> is "absurd". Given the circumstances, I believe Figg Engineers has an
> ethical responsibility to respond to a query from the City about these
> statements. Did Figg Engineers provide estimates for Honolulu
> Traffic.com as stated in the attached article or did you not?
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> May I please obtain a reply?
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> Regards,
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> Simon Zweighaft
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Linda Figg
President/CEO/Director of Bridge Art
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